

## Intimations.

**MODERATE PRICES**  
**DEALERS IN**  
**CHINESE SILK OF ALL KINDS,**  
**HATS, BAMBOO BLINDS,**  
**etc., etc., etc.**

**WHOLESALE MANUFACTURE OF**  
**SILK COATS AND OTHER GARMENTS**  
**SUITS FOR EXPORTATION**  
**at N.B. - Note the address.**  
**No. 66, QUEEN'S ROAD**  
**CENTRAL.**  
**SHANGHAI**  
**SOUTH DOOR WEST FROM POTTINGER ST.**  
**Hongkong, 19th May, 1953.**

Printed and Published by **ROBERT FRASER & SONS**  
The Arcade Press, 11th, in the City of Victoria, Hong  
Kong, 19th May, 1953.



A REGULAR LODGE of St. John, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8 for 8.30 precisely. Visiting brethren will, as usual, be cordially welcomed.

A TELEGRAM from Tunis, dated June 7th, to a London daily says:—The British steamer *Scorton* foundered this morning near Cape Guardia. The whole of the crew were saved. The British steamer *Joseph Dodd*, bound from Tagerrog with a cargo of wheat, has been wrecked near Gallipoli. The captain was drowned, but the crew, numbering twenty-two persons, were saved.

The *Tablet* announces that the Pope has directed copies of the reprint, recently issued by the Propaganda Press, of all the Papal letters on Ireland that have appeared during the present Pontificate to be sent to the English-speaking Bishops of Europe, America, and Australia, and also to all prominent public men. This step is regarded in well-informed circles as a most important recognition of the consistent teaching of the Holy See.

DOWLING again. Like the proverbial bad shilling this notorious beachcomber once more turned up at the United States Consulate shortly after being discharged from the bar of the Police Court by Captain Thomsett yesterday. He might have saved himself the trouble of the journey to Praya East, as Colonel Mosby politely requested him to "get" without delay, at the same time intimating that he would have nothing more to do with him in future. And so Mr. Dowling still roams at large within the precincts of our sea-girt isle. Unless some good Samaritan steps in the luckless beachcomber is likely enough before many hours pass away to renew his acquaintance with the admirably appointed establishment in Arbuthnot Road.

In the House of Commons on the 7th ulto. Mr. Ashmead-Bartlett asked whether the Government had any information confirming telegrams published which stated that a war between France and China was imminent. He further inquired what Power the French Foreign Secretary referred to in the late debate in the Assembly when he stated that a great Power was now "egging on" China to resist the demands of France. Lord E. Fitzmaurice replied:—I prefer to confine my answer to the question on the paper. (Cheers.) Her Majesty's Government have received no information confirmatory of the telegraphic announcements referred to in the hon. member's question.

WE understand that the forts which were erected at various places in the colony for the protection of Hongkong during the Russian scare of 1878 and after that sensational era, are to be demolished, an eminent military authority having given his opinion that they are practically useless. It is said that arrangements are being made to construct a new lot of forts to take the places of those condemned. It would appear that a large amount of public money has thus been recklessly wasted. That, however, is nothing to be surprised at in Hongkong, where an extravagant expenditure of the funds of the colony on useless "white elephants," like that at Causeway Bay, is a leading feature in our general policy. The Chinese contractors who have the privilege of doing Government work in the colony must be passing rich if all tales be true—that is unless they have to pay too exorbitant a rate to the wire pullers for the aforesaid privilege.

DR. GERHARD ROHLFS, lately returned to Europe from a mission to King John of Abyssinia, thus reviews in a private letter the present action of France and Italy in Red Sea waters:—"It is well known that the French and Italians have lately developed a feverish activity in the Red Sea, the first at Obok, the latter at Assab. Both of these countries have sent a mission to Menelik, King of Shoa; they wish to make this kingdom independent of the Soverignty of Abyssinia. Hence they continually spread the report that the King of Abyssinia is dead, and that Menelik had succeeded him. Naturally they desire the death of the Negus (King John), because he is a friend of the English, whilst Menelik is a partisan of the Italians and French. But they do not consider that even if the Negus were to die his son would succeed him, for such a king as the King of Shoa, wearing the crown of Ethiopia, has not been known for many ages, and no amount of intrigue can change the actual state of things." Dr. Rohlf's thinks that these facts deserve the attention of persons in office in Egypt.

ANOTHER name has been added to the long roll of English martyrs. Philip Bentley, who lost his life a few weeks ago under circumstances of a peculiarly tragic and heroic character, was a blacksmith in Manchester. On Sunday, May 26th, a little boy named Hartley, when returning from school fell into the reservoir at Fendish. Philip Bentley was a witness of the occurrence; he could not swim, but a fellow creature was drowning before his eyes and without a moment's hesitation he jumped in to the rescue. He clutched the drowning lad, by almost superhuman efforts he reached the side of the reservoir, where willing hands were ready to finish the work he had so well begun—Hartley was saved, and the heroic blacksmith fell back into the deep water and was drowned at the moment his glorious task was accomplished. Philip Bentley leaves a wife and three children to lament his loss. A grateful country does not appear to have concerned itself to any great extent about this act of true bravery. The honours in the gift of the British Crown are not for such humble persons as Philip Bentley; his widow and children can find a resting place in the workhouse. But the people will have none of this; Manchester has reason to feel proud of a noble blacksmith, and the citizens of the Cottonopolis may be relied on to atone as far as possible for such shameful neglect. If the honours vested in the Head of the Government are not for such deeds as that related above, then their existence can serve no useful end. An order of chivalry bestowed as a mere mark of favor, or in recognition of ordinary services has no meaning; it is like the glittering tinsel on the dress of the mountebank.

A REGULAR LODGE of Perseverance, No. 1165 will be held in Freemasons' Hall, Zetland Street, on Monday next, the 16th instant, at 8.30 for 9 p.m. precisely.

REPORTS received at the War Office as to the conduct of the Irish regiments of militia now called out for training are highly satisfactory, and fully justify a step which was regarded with much anxiety in some quarters.

THE doctor called a few hours late (as the nurse hoped he would). "How is our patient this morning?" "She seems about the same, Sir." "Have you followed my instructions about the medicine?" "Yes, Sir." "What have you done?" "I kept the light turned low, Sir." "Ah—Oh—Yes, quite right; keep the light turned low."

SAys the Editor of the *Christian Leader*:—"Was it a becoming thing that the first notes sounded in St. Giles' Kirk, at its reopening, should be not a song of praise to Almighty God, but 'God Save the Queen'?" Such an arrangement would never have occurred to the dignitaries of an English cathedral. If I may venture to judge by my own feelings, such arrogant snobbery must have grieved and humiliated many Scottish hearts."

## FRANCE AND TONG KING.

OPINIONS OF THE ENGLISH PRESS.  
The *St. James's Gazette* writes:—"We are dealing with plain matters of fact—which concern us very nearly. We can see—that the *Quai d'Orsay* may find it convenient to ignore—that it is the traditional policy of China to maintain round her frontiers a belt of semi-dependent States as a protection against contact with the barbarian conquests in Asia. We know that Tong King forms an essential part of the protecting zone, and that the establishment of a French protectorate means the extension of French power to the immediate confines of the Celestial realm. We have, further, reason to believe that the Court of Peking is sensible of the danger and is strongly disposed to avert it, if possible; and though we may be wrong in our view, we have at any rate the French Ambassador at Peking as a partner in the blunder."

The *Saturday Review* observes that if the Chinese insist on maintaining their suzerainty over Tong King, the consequences cannot be other than very serious over the whole East. That the French will be defeated is not in the least probable. English prophets of evil insist on the difficulties of carrying on a war in Tong King, and persist in overlooking the sufficiently obvious fact that France will not be limited to that country for a field of operations. It can safely leave its garrisons to defend themselves against the natives, and compel the Chinese to recall their army from Yunnan by attacking Peking. From the moment that there is a real risk of a war of this kind the interests of Europe and China are identical, and the Chinese are bound to maintain a blockade which is not effective counts for nothing at all except in the way of increasing mercantile trade. The Chinese, and other Oriental races as well, may refuse to distinguish between Frenchmen and other Europeans; but, on the other hand, they may prove astute enough to choose the opposite course, and play Englishmen off against the French. Englishmen find it more annoying, not because they apprehend a great French Colonial Empire as its outcome, but, because they are convinced that neither that nor anything else worth taking into account will justify the present out-break of meddlesome activity."

The *Daily News* is of opinion that in addition to all the complications with the other Great Powers, and to the danger of a prolonged and exhausting war at a great distance, hostilities with China would add to the disorder of the French finances. France has already a debt of about 1,000 millions sterling, and its expenditure is by far the heaviest of any country in Europe, while the prosperity of the country is decreasing, and the revenue is not equal to the expenditure. But if she plunges into a war with China she will have to increase her expenditure very largely, to add to an already onerous taxation, and to augment the debt which exceeds by 40 per cent the debt of the country. And she will do all this for no real benefit to herself. The trade of France with the Far East is extremely small, even in Tong King, where she is endeavoring to establish a protectorate, the trade is mainly in English hands, and with China itself the trade of France is quite insignificant. Were she, then, as successful as the most sanguine of her citizens hope she would gain no real benefit, while she would burden herself with additional debt and additional taxation. For a country of peasant proprietors this burden is a very serious matter."

The Paris correspondent of *The Times* telegraphs:—"Why France should embark in this conquest is a question more easily asked than answered. France does not increase in population, her emigration is insupportable and her artisan element is inadequate to the requirements of her increasing prosperity. Between Nice and Valence there are 400,000 Piedmontese navvies, who make up for the lack of native hands. In Flanders there are Belgian workmen. In Paris all the nationalities throng to make up for the absence of French workmen. In Algeria and Tunisia, Germans, Italians and Maltese cover the soil. Nowhere, in short, is the French element ready to colonize and to diffuse French influence and ideas. France can at the most find arms to till her soil and to perform manual labour. Yet in this state of things, with a stationary population and the absence of emigration, France is about to conquer an Indo-Chinese Empire, at a distance infinitely greater than that of her splendid African colony, on an unproductive soil, and in a country little known. And this conquest she is about to make after having for twenty months left the small expeditionary column in Tong King to its fate. Here is the strange side of the scheme. It is not, it cannot be, the result of a well-weighted idea. It is due to mere chance, favoured by Ministerial instability, and by the succession of five foreign Ministers since Captain Rivière's departure. How, indeed, should a regular plan have been conceived and executed, seeing that M. Duculx was ready to accept that Bourée Treaty which M. Challeme-Lacour hastens to reject? Here is an expedition abandoned for twenty months, and suddenly forcing itself forward through the deaths of Rivière and others. Nobody can now tell the outcome of this expedition, for the chance of events alone has dictated it. What advantage, too, will France derive from a colony thus conquered under the pressure of unexpected events, a colony having in itself no resources, except from tillage—a kind of labour which will never tempt a French emigrant?"

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## BAD GAS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—For the past couple of weeks or so the gas supplied to the colony has been of a very inferior quality, and this, I believe, has been more particularly noticeable in the Central districts, although I do not have the slightest idea as to how this should be. However, the light supplied lately in my premises has been of such a poor description that I at first thought there must be something wrong with the meter or other fixtures; but such was not the case. I have made enquiries and find that on both sides of the street from Ice House Lane to the Clock Tower the complaint is now mentioned in a most unsatisfactory state of affairs. It is a well known fact that the eyesight does not hold out so long in Hongkong as in many other places which might be mentioned, and working in a bad light certainly does not tend to preserve the eyes of the studious, or of those who have much writing to do in a dingy, or badly lit office. Do we not pay a sufficiently high price for the commodity to enable us to be supplied with the best gas that can be produced? I for one think we do, considering that the tariff in Hongkong is about three times as high as it is in many of our home cities, where labor is dearer and coals no cheaper than they are here. I may be mistaken, but I understand that the majority of the shareholders in the Gas Company are resident in England, and make a very fine thing out of their original investment, as it is patent to all they must do at the prices they charge for the gas they supply. I do not think there is much probability of an opposition concern ever being started here; but be that as it may I certainly think the Company is not studying its own interests in supplying the public with an inferior article. If the best gas cannot be made at the present rate, let the price raised by all means; but under any circumstances let us for the future have a good light to enable us to go through our work with comfort and preserve our eyesight as long as possible.

Yours, &c., WEAK EYES.

Hongkong, July 13th, 1883.

## To-day's Advertisements.

## NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR LODGE will be held in FREEMASONS' HALL, Zetland Street, TO-DAY, the 13th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren will be made cordially welcome.  
—Hongkong, 6th July, 1883. [535]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Departure of the Company's Steamship "ESMERALDA," Captain Wright, for the above Port, is Postponed until TO-MORROW, the 14th instant, at 5 P.M.  
For Freight or Passage, apply to RUSSELL & Co., General Managers.  
Hongkong, 13th July, 1883. [548]

THEATRE ROYAL, CITY HALL, HONGKONG.

TO-MORROW EVENING, the 14th July.

THE SOUTHERN STAR MINSTRELS WILL GIVE A GRAND PERFORMANCE TO-MORROW, SATURDAY, the 14th instant, when a most attractive programme will be presented.

THIS WILL BE THE LAST APPEARANCE OF THE MINSTRELS IN HONGKONG.

Doors open at 8.30 P.M., to commence at 9 sharp.

PRICES OF ADMISSION.  
Dress Circle and Reserved Stalls, .....2s.00.  
Stalls (Unreserved), .....1s.00.  
Back Seats, .....6d.  
MOORE & JACKSON, Managers.  
Hongkong, 13th July, 1883. [559]

THE MANCHESTER UNDERWRITERS' ASSOCIATION, LIMITED.

THE Undersigned having been appointed AGENTS of the above Company are prepared to Grant Policies on MARINE RISKS to all parts of the World at CURRENT RATES, allowing an immediate cash discount of 25 per cent.  
HOLLIDAY, WISE & Co.  
Hongkong, 13th July, 1883. [560]

## FOR SALE.

A LARGE COMBINATION "BURGLAR" and FIRE PROOF SAFE on wheels, made by HALL'S SAFE & LOCK Co., New York, and Cincinnati.

The Combination has over 100 changes, the SAFE can only be opened by the party who makes the Combination or under his instructions; even the maker is unable to open it without the knowledge of the Combination used.

Height .....4 Feet.  
Width .....3 " 6 inches.  
Depth .....2 " 3 inches.  
For Particulars, apply to G. R. LAMBERT, Peddar's Wharf.  
Hongkong, 13th July, 1883. [557]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on FRIDAY, the 27th day of July, 1883, at FOUR O'CLOCK P.M., when the Resolutions passed at the Extraordinary Meeting of the Company held on the 12th day of July, 1883, will be submitted for confirmation as Special Resolutions.

By Order, JAS. B. COUGHTRIE, Secretary.  
Hongkong, 13th July, 1883. [558]

## For Sale.

## FOR SALE.

THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD WILL, FITTINGS, and FURNITURE Complete of the "Old Established and well-known establishment known as the 'NATIONAL HOTEL,' situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition.

For further Particulars apply to JOHN OLSON, National Hotel, Hongkong, 14th June, 1883. [467]

## FOR SALE.

EX STEAMSHIP "LAERTES."  
A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.  
Apply to G. FENWICK & Co., Victoria Foundry, Hongkong, 25th April, 1883. [328]

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE  
CIGARS of all Brands, Imperiales, Caballeros, Vегueros, Regalias, Londres, Nuevo Habanos of all Brands, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Panian markets, Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c.; Commissions Executed.  
JOSE M. BASA, No. 51, B, QUEEN'S ROAD, CENTRAL, Hongkong, 18th May, 1882. [343]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS OF C O K E  
IN LOTS FROM ONE TON UPWARDS.  
COAL TARI IN BARRELS.  
CHOY CHEW, 230, PRAYA WEST, Hongkong, 5th April, 1883. [262]

JUST PUBLISHED.

PRICE THIRTY CENTS.

THE TYPHOONS OF THE EASTERN SEAS  
BY BREVET LIEUT.-COL. H. S. PALMER, ROYAL ENGINEERS.  
Being a Review of P. de Deceuvre's Work on the Typhoons of the China Sea.  
KELLY & WALSH—HONGKONG.  
Hongkong, 10th November, 1882.

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS, AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS PICKS.

AXES. HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-BRACES.

AUGER-BITS.

D R I L L S.

GIMBLETS.

SQUARES.

PATENT BRASS PADLOCKS & CHEST LOCKS.

Mrs. POTT'S PATENT SADRONS.

COOKING STOVES.

FAIRBANKS' SCALES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED.

ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES.

BLACKSMITHS' BELLOWS.

&c. &c. &c.

BEST WHITWORTH'S STOCK AND DIE.

SCREW WRENCHES.

PLANE IRONS.

CHISELS.

HAMMERS.

PINCERS.

NIPPERS.

DIVIDERS.

RULES.

METAL SCISSORS.

METAL SAWS.

TUBE EXPANDERS.

OIL FEEDERS.

SALTER'S SPRING BALANCE SCALES.

WESTON'S PATENT TACKLES.

PATENT SOCKETS.

DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS.

FOGHORNS.

SIGNAL LAMPS.

LIFE BUOYS.

LIFE BELTS.

BOTTLE WASHING AND CORKING MACHINES.

&c. &c. &c.

SPARKLING SCHARZHOFFBERGER.

FLENSBURG STOCKBEER.

MARIENTHALER BEER.

VEUVE CLICQUOT PONSARDIN CHAMPAGNE.

Hongkong, 7th October, 1882. [16]

## Intimations.

THE NORTH BORNEO STEAMSHIP COMPANY, LIMITED.

INCORPORATED WITH LIMITED LIABILITY UNDER THE NORTH BORNEO COMPANIES ACT OF 1883 WHEREBY THE LIABILITY OF EACH SHAREHOLDER IS LIMITED TO THE AMOUNT UNPAID ON HIS SHARES.

CAPITAL, \$200,000: DIVIDED INTO 2,000 SHARES OF \$100 EACH.

The First Call of \$50 per Share is payable as follows:—

On Application .....\$ 5  
1st November .....10  
1st February, 1884 .....10  
1st June, 1884 .....10

Further calls for the remaining \$50 will not exceed \$10 per Share each, and will not be made under three months' notice.

Where no allotment is made the deposit will be returned in full.

BOARD OF DIRECTORS.  
ALFRED DENT, Esq.,  
W. B. RYER, Esq.,  
H. C. DE LISSA, Esq.,  
DR. J. H. WALKER,  
J. MORRISON, Esq.,  
CO HEEN, Esq.,  
SOONG LEONG, Esq.

BANKERS,  
HONGKONG AND SHANGHAI BANKING CORPORATION at Singapore, Hongkong, Shanghai, and London.

MANAGING AGENTS AND SECRETARIES,  
MESSRS. COWIE BROS.,  
Sandakan and Labuan.

AUDITOR,  
ALEXANDER COOK, Esq.

HEAD OFFICE,  
SANDAKAN, NORTH BORNEO.

THIS Company is formed to meet the requirements of the merchants, traders and planters of Sandakan Bay and the East Coast of North Borneo, and to facilitate the rapidly increasing trade and passenger traffic of the Bay and neighboring ports by running suitable Steamers, from port to port, amongst the various islands, rivers, and out-stations, and thus concentrating the trade in the larger ports of the Territory, where facilities are offered for direct transshipment into Steamers running to Singapore, Hongkong, the Coast of China, Australia, etc., etc. It is thought that, in carrying out, on a properly organized system, the objects for which the Company has been formed, a legitimate and profitable outlet for capital is presented.

The system will include the maintenance of communication by Steam Launches between Elopura and the plantations now being commenced up the rivers within the Bay of Sandakan, and the opening up, generally, of the trade with the Kinabatangan, Labuk, Sugut, and other rivers and stations in North Borneo.

A concession of foreshore land to the extent of four acres has been provisionally secured, for a nominal payment, at twelve places on the Coast where it is anticipated trade is capable of development. These concessions, besides affording sites for the Company's wharves, godowns, and offices, will, no doubt, as the country advances, form the centres of future settlements, townships, and thus constitute hereafter a distinct and special feature in the assets of the Company.

Upon the assumption that the Company may wish eventually to have independent accommodation at their head-quarters, the refusal, on favourable terms, of desirable premises at Elopura has also been secured.

It is intended to procure, as soon as possible, two spacious Steam Launches to run to the various plantations within the Bay itself, and also two suitable lighters; while for calling at the more distant places a steamer of about 300 tons capacity will be all that is necessary to meet the first requirements, in connection with which an agreement—conditional upon the formation of the Company—has been entered into for the purchase of the Steamer "ROYALIST," with the full benefit of all the contracts, engagements, and privileges which she has with the Government, and Chinese Merchants.

The cost of these vessels, together with the erection of suitable godowns, wharves and other accommodation will, it is calculated, absorb about \$60,000 of the paid-up capital.

For working capital, to increase which, further calls can be made, should the Company's business expand and extension of its operations and additions to its fleet and establishments be in consequence thought desirable.

Meetings of Shareholders will be held annually, and at these the Directors' Reports and Accounts will be presented. In this respect and in all other essential particulars the constitution of the Company will be in conformity with the rules in force for English Joint Stock Companies.

It is needless to say that no promotion money has been or will be paid. The Directors put forward their scheme in the interests of the East Coast and of the Territory generally, with a considerable proportion of the capital already subscribed by the local community, and with the promise of their further co-operation, and they trust that their undertaking will meet with the approval and support of all those who are concerned in upholding the trade and welfare of North Borneo.

Copies of the Memorandum and Articles of Association, particulars of the land concessions, and copy of the agreement with Mr. Cowie for the purchase of the "ROYALIST," can be seen at the Company's office.

Applications for Shares should be made on the accompanying form and addressed to the Secretaries or to the Company's Agents, from whom, or from any of the Directors, further information can be obtained. List will close in Hongkong on 31st inst.

AGENTS AT SINGAPORE: MESSRS. A. L. JOHNSTON, & Co.

AGENTS AT HONGKONG: MESSRS. DOUGLAS LAPRAIK, & Co.

AGENTS AT SHANGHAI: MESSRS. ALFRED DENT, & Co.

AGENTS AT LONDON: MESSRS. DENT BROS., & Co.

Sandakan, June, 1883.

THE NORTH BORNEO STEAMSHIP COMPANY, LIMITED.

FORM OF APPLICATION.

(TO BE RETAINED BY BANKERS, SECRETARIES OR AGENTS.)

TO THE DIRECTORS OF THE NORTH BORNEO STEAMSHIP COMPANY, LIMITED.

GENTLEMEN,

HAVING paid to your credit with your Agents at Hongkong the sum of being a deposit of FIVE DOLLARS per Share, I request that you will allot me Shares of ONE HUNDRED DOLLARS Each in your Company, and I hereby

## Intimations.

agree to accept the said Shares or any smaller number which you may allot to me and to pay the balance due thereon according to the terms of the Prospectus, and hereby authorize you to place my Name on the Register of Shareholders in respect of the Shares which may be allotted to me.

I am, Gentlemen, Your obedient Servant,

Signature.....

Name (in full).....

Address (in full).....

Profession or Business.....

DOUGLAS LAPRAIK & Co, Agents, Hongkong, 1883.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared







### Shipping.

**STEAMERS.**

---

FOR LONDON, VIA SUEZ CANAL.

**T**HE Steamship

"BENLARIG,"

Captain Clarke, expected here on or about the 17th instant, will have immediate despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 11th July, 1883; [523]

---

FOR NEW YORK, VIA SUEZ CANAL.

**T**HE Steamship

"BENVENUE,"

Captain Potter, shortly expected, will have immediate despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 11th July, 1883; [520]

---

NOUVELLE COMPAGNIE MARSEILLAISE  
DE NAVIGATION A VAPEUR.

**T**HE Steamship  
“AMERIQUE,”  
Jouze, Commander, will sail on or about  
the 20th July for MARSEILLES,  
SINGAPORE, COLOMBO,  
ADEN and SUEZ, and with leave to call at  
PENANG and TUTICORIN. In  
company runs a Line from  
MARSEILLES to HAVRE and LONDON,  
leaving MARSEILLES after arrival of the  
Steamer from CHINA.

The Company also runs Steamers regularly  
from MARSEILLES to numerous Ports in the  
MEDITERRANEAN and BLACK SEA, by  
which *through freight may be booked.*

The Company has a Forwarding Agency at  
Paris, g, Rue de Rougemont, giving special  
facilities to Shippers.

Each Steamer carries a Surgeon and  
Stewards.

FARES	1ST CLASS,	2ND CLASS.
Hongkong to Marseilles	\$300	\$240.

RETURN TICKETS are now Granted by  
the Steamers of this Line available for the  
undermentioned periods, to be reckoned from the  
date of arrival at Marseilles of the Steamer for  
which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

	1ST CLASS.	2ND CLASS.
6 Months.....	\$520	\$410.
12 " .....	580	445.

Special rates are arranged for families.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 12th July, 1883. [508]

**SAILING VESSELS.**

FOR NEW YORK.

**T**HE American Ship

“**RESOLUTE,**”

Nickels Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

**RUSSELL & Co.**  
Hongkong, 16th June, 1883. [477]

FOR SAN FRANCISCO.

**T**HE 3/3 L. J. I. American Ship

“**McLAURIN,**”

Little, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

**RUSSELL & Co.**  
Hongkong, 22nd June, 1883. [495]

FOR SAN FRANCISCO.  
THE 3/3 L. I. I. American Bark  
"ADOLPH OBRIG,"  
Staples, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 9th June, 1883. [454]

**Mails.**

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH, TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

THE U. S. Mail Steamship

**"CITY OF PEKING,"**  
will be despatched for San Francisco, via Yokohama, on **TUESDAY**, the 24th inst., at **THREE P.M.**, taking **Passengers and Freight** for Japan, the **U. S. States, and Europe.**

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

**RETURN PASSAGES**—Passengers, who have returned from Japan, disembarking at San Francisco for China or Japan (*or vice versa*) within six months, will be allowed a discount of 50 per cent. from Return Fare. If re-embarking within one year, an allowance of 50 per cent. will be made, from Return Fare. (Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*)

Freight will be received on board until 5 P.M. on the 31st July. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

F. Z. OSTER,  
Agent.